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For Luray, 3:30 p.m. daily.
For Baltimore, week days, x4:20, 5:00, 6:35, x7:10, x7:30, (8:00 45 minutes), 8:30, x9:30 (10:00 45 minutes), 3:25 x4:28, 4:31, x5:05, x5:10, x5:30, 5:35, x6:20, 6:30, x8:00, x1:205, x1:205 and-im Pres. and Treas.

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3:15 P.M. CHICAGO AND ST. LOUIS EXPRESS.—Pullman Buffet Parlor Car to Harrisburg. Sleeping and Dining Cars, Harrisburg to St. Louis, Cincinnati, Louisville and Chicago.

7:10 P.M. WESTERN EXPRESS.—Pullman Sleeping Car to Chicago, and Harrisburg to Cleveland. Dining Car to Chicago,

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10:30 a.m. for Elmira and Renovo, daily, except Sunday. For Williamsport daily, 3:15 p.m.
7:10 p.m. for Williamsport, Rochester, Buffalo and Niagara Falis daily, except Saturday, with Sleeping Car Washington to Rochester.
10:40 p.m. for Erie, Canandaigua, Rochester and Buffalo daily, and Niagara Falis daily, except Saturday, with Sleeping Car Washington to Rochester.
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Saratoga Express (through Buffet Parlor Car), 9:00 a.m., 12:15 p.m. week days.
For Atlantic City, 9:00 (Saturdays only), 9:40, 11:00 a.m., 12:15 p.m. week days. Sandays, 12:15 p.m.
For Belitimore, 6:25, 7:20, 7:50, 7:55, 9:00, 9:40.

11:09 a.m., 12:15 p.m. week days. Sundays, 12:15 p.m.

For Baltimore, 6:25, 7:20, 7:50, 7:55, 9:00, 9:40, 10:30, 11:00 and 11:50 a.m., 12:15, 2:01, 3:15, 4:00 Limited), 4:20, 4:26, 5:40, 6:14, 7:10, 10:00, 10:40, 11:15 and 11:35 p.m. On Sunday, 7:20, 7:55, 9:00, 9:05, 10:30, 11:00 a.m., 12:15, 1:15, 2:01, 3:15, 4:00 Limited), 4:20, 5:40, 6:14, 7:10, 10:00, 10:40 and 11:35 p.m.

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p.m. Leave Alexandria for Washington, 6:05, 6:43, 7:05, 8:00, 9:10, 10:15, 10:28 a.m., 1:00, 2:15, 3:00, 3:23, 5:00, 5:30, 6:13, 7:00, 7:20, 9:15, 10:32 and 11:08 p.m. 0n Sunday at 6:43, 9:10, 10:28 a.m., 2:15, 5:30, 7:00, 7:20, 9:15 and 10:52 p.m. Ticket offices, northeast corner of 13th street and Penrsylvania avenue, and at the station, 6th and B street, where orders can be left for the check.

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SECURES THE PIANO BARGAIN OF THE SEASON. A handsome upright -71-3 octave-finely cased—with a sweet, sonorous tone—in action casy and prompt—cost originally \$350. Scarcely a mark or sign of usage on it. A quick buyer may have it for \$125 on the above terms: A number of other high-grade instruments economically priced.

Henry White, 935 F St.

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Prominent
Makes.
Cash or time.

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WE HAVE SEVERAL SECOND-HAND UPRIGHT planos we will sell very low on easy monthly payments. We have square planos from \$50 to \$175. You will find our mode of dealing very equitable.
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Pianos. Unequaled in Tone, Touch, Workmanship and Durability.

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As agreeable an operation as the ingenuity of science can make it. Applied to the gums about the affected part it numbs them to all feeling a turn of the operator's wrist and the aching tooth is out. No pain—no sleep—no nausea—no after effects.

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sive Districts right Teeth, 50 cts.

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POTOMAC RIVER BOATS.

NEW PALACE STEAMER HARRY RANDALL Leaves River View wharf, 7th street, Sunday, Tuesday and Fhursday at 7 a.m. Landing at all wharves as far down as Maddox creek, including Chapel Point and Colonial Beach. Returning on Mondays, Wednesdays and Fridays, 3 p.m. Passenger accommodations first-class. Freight received until hour of suling. Telephone, 1765.
F. A. REED & CO., E. S. RANDALL, Agents, Alex. Proprietor and Manager. GEO. O. CARPINTER, Gen. Agt. 1926-tf Washington, D. C.

MARYLAND AND VIRGINIA STEAMBOAT COMPANY.

The splendid new iron steamer "Potomac," Capt. W. C. Geoghegan, will leave Washington for Baltimore and river landings every Sunday and Wednesday at 6 p. m. Returning leave Baltimore every Tuesday and Friday at 6 p.m.

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Special Saturday executsion, steamer Sue, every Baltimore and river landings. Returning, leave Baltimore every Wednesday at 6 p.m.
Special Saturday excursion, steamer Suc, every Saturday at 6 p.m. for Piney Point and lower river landings, returning to Washington 6 n.m. Monday. All accommodations first-class. For rates, state room and all information apply to STEPHENSON & BRO.

7th st. wharf or 910 Pa. ave.
Telephone, 745.

STEAMER "WAKEFIELD."

From 7th st. ferry wharf.
On Monday, Wednesday and Saturday at 7 a.m.,
for river landings, to Colonial Beach; thence to
Wleomico river, Colton's and Nomini ereek. On
Saturday, all above landings and Leonardtown and
St. Clement bay wharves. Returning on Tuesday,
Thursday and Sounday (See schedule) Thursday and Sunday. (See schedule). je25-tf C. W. RIDLEY, Gen'l Manager.

STEAMER T. V. ARROWSMITH FOR THE PIC STEAMER T. V. ARROWSMITH FOR THE PIC-turesque lower Potomae and Chesabake bay. Delightful trips to sait water. Leaves 7th st., wharf MON 242, WEDNESDAYS and SATUR-DAYS. Touching at all popular watering places and summer resorts. On MONDAYS and WED-NESDAYS, at 3 p.m., for Colonial Beach, Col-ton's, Leonardtown, Nemini, Piney Point, St. George's Island, Smith's creek, Coan, Yeocomico and St. Clement's bay, arriving at Washington early Wednesday and Friday mornings. On SAT-I RDAY, at 5:30 p.m., for Colonial Beach, Col-ten's, Piney Point, St. George's Island, Smith's creek, Coan and Yeocomico rivers, arriving at Washington Sunday night. jel9-tf C. W. RIDLEY, Gen. Man.

DAILY LINE BETWEEN WASHINGTON, D. C. FORTRESS MONROE and NORFOLK, VA. The new and powerful Iron Palace Steamers. WASHINGTON AND NORFOLK SOUTH BOUND Leave Washington daily at 7 p.m. from foot of 7th st. wharf, arrive at Fortress Monroe at 6:30 a.m. next day. Arrive at Norfolk at 7:30 a.m., where railroad connections are made for all points south and southwest.

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Leave Norfolk daily at 6:10 p.m.
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Tickets on sale at 5:13, 6:19, 1351 and 1221 Penn-Ivania ave. and 615 15th st. n.w. Ask for tickets via new line.

JNO. CALEARIAN, ap14-ti LYDE LINE STEAMER DIRECT TO PHILADEL phia. Leaves Philadelphia every Saturday, 12 m Washington every Monday, 5 p.m. Low rates to all points north and east, F. A. REED & CO. Agents, wharf foot of N st. s.w. my18-tf

SUBURBAN PROPERTY.

Grand Excursion Today AT 4:36 P.M. FROM 6TH STREET DEPOT TO Columbia Park. THE GEM OF SUBURBS.

The Park is situated on a high plateau on the Pennsylvania railroad, and also on the Chesapeake Beach railroad (now building), iying 270 feet above Washington, where pure air, water and plenty of shade trees abound. Commutation fare, 6½ cents. Title warranted. No notes. No interest. No deeds of trust required. Cash or installments taken. Ten per cent off for cash. We opened up May 27, and have sold two-thirds of our lots. Houses are now in course of construction. Excursion daily at 4:36 p.m. Circulars and tickets at office, 623 F st. a.w., and from our agents at depot.

Choice Lots \$30 and Up.

STORAGE.

FOR RENT-SENATE STORAGE ROOMS-FOUR-story iron front building, 225 Pa. ave. n.w.; rates, \$1 per load per month; dry and clean; call and inspect. DULY & HERRING, 225 Pa. ave. n.w. There Is But One

FIRE-PROOF STORAGE WAREHOUSE in Washington, that of the AMERICAN SE-CURITY AND TRUST COMPANY, 1140 15TH STREET. Examine and be con-vinced. 26-inch brick walls; concrete floors on brick arches; asphalt roof and fron doors, stairs, sash, blinds and parti-

SPALDING.

ARMY AND NAVY STORAGE ROOMS, 1407 G
st.; best location in Washington; separate rooms at.; best location in if desired; rates reasonable. hy20-1m C. G. SLOAN & CO., Proprietors.

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CAMPBELL CARRINGTON. Webster Law building, 505 D st. n.w., Washington, D.C. Residence, 933 K st. n.w. d22

CHIROPODISTS. NOTHING LIKE IT.—OUR REMEDIALS THE best in the world. Give instant and permanent relief in all foot aliments. Prof. J. J. GEORGES & SON, Chiropodists, 1115 Pa. ave. 8 to 5 p.m. Sundays, 9 to 12.

LOSS OF WELLMAN'S SHIP

Capt. Bottolfsen Gives Details of the Disaster.

Story of the Long Retreat Over th Ice and Water-Four Terrible

Capt. Bottolfsen, who brought to Tromsoe, Norway, the news of the loss of the Wellman polar expedition steamer Ragnvold Jarl, gives, in an interview, further details of the adventures of the Wellman party. He says that the expedition reached Walden Island on May 17, when the pack ice was becoming troublesome. Mr. Wellman and his party started north on sledges on May 24. On May 28 the screwing of the ice com-

menced in real carnest. Near the steamer were iccbergs which towered as high as the yard arms of the essel's masts. While the crew were drinking their afternoon coffee on that day the steamer was suddenly crushed by the ice as if it were a matchbox. The water rushed in with terrific force, and in a few minutes the vessel was a complete wreck. The crew, in the meantime, had escaped to the shore. The men had been occupied for sev-



Capt. Bottelfsen. eral days previous in bringing provisions and the aluminum boats ashore. They row obliged to take shelter in a great kennel until they were able to build a hu from the wreckage of the steamer. Through a hole which had been made in the side

the wrecked vessel the party were enabled to save a quantity of load and other useful

An express party was sent after Mr. Wellman, and overtook him and his companions at Marten Island. Wellman, Dodge and two others returned to Walden Is and and held a council. Capt, Bottolfsen, Webfelt and a sailor volunteered to go and seek for sealing vesseis to the southward. Mr. Wellman resumed his journey northward on May 13, but Bottolfser and his party were unable to start on the trip, owing to the heavy pack ice, and were still detained at the Island on June 23, when Sanno Iversen. Winship and Heverdahl returned from Mr. Wellman, owing to lack of provisions and to troubles in regard to ice and water,

with orders and mails from Wellman, who had gone forward. On July 27 Capt. Bottolfsen and his party started southward in search of sealers, haul-ing behind them a twelve-foot aluminum boat. They passed four terrible weeks of storm and heavy snow, sometimes hauling their boat, and sailing or rowing where there was open water. In this way they traveled 2:0 miles along the Spitzbergen Islands. They were compelled to throw away nearly all their extra clothes and much of their equipment, as the boat was everload ed. The passage across Henlopen strait was particularly difficult and dangerous. All of the party were wet to the skin, and,

most severe Cold July Nights.

The cold on the nights of July 10 and 12 was simply awful. In a hut at Mossel Bay they found and repaired an old gig. On July 13 they tried to cross Wijde, but were obliged to return owing to the fog and ice. They made another start on the 15th, but the ice proved too dense, and they were obliged to abandon the gig and proceed. hauling the aluminum boat. Seven Norwegian sealers were seen east of the Norse Island, but they failed to respond to the party's signals. At Norse Bay they found Nordensjold's hut, where a provision depot was maintained by a Tromsoc skipper named Sociazon. The party had to take their boat around Welcome Point,

On July 19 they were taken aboard the steamer Malygen, Capt. Pedersen. Heyer-dahl was landed at Dane's Island to join Prof. Oyen, who was well, but still declined to leave the island. Capt. Bottolfsen says that during the journey along the coast his party were able to shoot a few polar bears and reindeer. He says that Capt. Pedersen

proved a spendid icemaster. Bottolfsen is high in his praise of aluminum boats. The dogs he had with him proved useless, becoming sorefooted and had to be shot. He says that Sando and his companions left Wellman on June 17, six miles east of Cape Platen, on his way to Ribes Island. All his party were well. says it is probable that the two mates, two engineers, a stoker and cook, who were left at Walden Island, will be rescued by sealers as soon as the ice and weather be-come favorable enough for them to pro-

Acts Approved.

The President has approved the act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 20, 1895; the act amending the act of January 26, 1893, authorizing the construction of bridges across the Hiwassee, the Tennessee and the Clinch rivers in the state of Tennessee: the act authorizing the Secretary of the Interior to grant leases for sites on the Hot Springs reservation, Ar-kansas, for cold water reservoirs; the act disposing of four condemned cannons of navy, and the act for the relief of certain enlisted men of the marine corps.

Appearances Are Deceitful. From Puck. William Goat-"I fear poor Nanny is go-

ing into a decline." Billy the Kid-"But she keeps fat all the IN A MOB'S HANDS RUSSIA MAY INTERVENE

Thousands of Howling Rioters Cause War. Terror at Quebec.

FRENCH CANADIANS WRECK MISSIONS

FOR RENT-FIRE-PROOF STORAGE SPACE corner 3d and G sts. u.w.; six-story building; will rent the whole or separate floor. HARVEY SPALDING.

DEMAND FOR THE TROOPS

NEW YORK, August 8.-A special dispatch from Quebec gives particulars of a

riot there. It says: The city is in the hands of a mob. Protestant mission houses have been wrecked in three different parts of the city by a howling body of rioters, variously estimated at from 2,000 to 5,000, and the police here could not or would not make a single arrest. The mob was altogether French Canadian. The Irish Catholics held

aloof. It was a cowardly mob. It did not start out to fight fighting men, but to attack women and missionaries. The rioters all be- bark and taken her to Taku. All pilots longed to St. Rochs and St. Sauveur. They were doubtless inflamed by utterances of Le Lecture, a French newspaper here, which last night described a Baptist mission house in the French Canadian suburbs of St. Roch's as a Salvation Army barracks, and in a reference to murderous assaults com-mitted in Quebec streets some years ago upon members of the army said: "The Salvation Army girls have short memories. They will remain quiet if they know what is good for them, and not attempt the con-quest of the population of St. Rock's" quest of the population of St. Roch's.

The Baptists only opened their mission house on Sunday. Its services are all in French, and its object was believed to be the attempted conversion of French Catho-lies, in whose stronghold it was situated. Moreover, it was learner that the Rev. Mr. Grenier of the missionaries was a son-inlaw of the famous ex-priest, Father Chini-

Here the mob made its first attack. Here the mob made its first attack. As the main body of police, who had been signaled for, came up the mob moved away, ascending the hilf to St. John's suburbs. They sacked the small French mission house of the Anglican Church in George street, though no service was being held there at the time. They finished their work here and reached the Salvation Army barracks before the police.

So many stones were hurled at the build. So many stones were hurled at the build-ing that the pavement in front of it was

completely blocked with them. On the rival of the police here they started back to the scene of their first exploits in St. to the scene of their first exploits in St. Rochs, to finish the work commenced there. By this time the police headed them off, and when they found that they would have to combat the officers of the law or desist they slunk away.

they slunk away.

The damage to property is heavy, and the terrorism existing among the missionaries and their friends is very great.

The inadequacy of the police force, or its unwillingness to act, adds to general uneasiness. Not a single person has been either arrested or reported. The whole police force is kept under arms, and the leading English-speaking papers demand that military be called out if the police cannot are the single propers. military be called out if the police cannot do better. It is reported that the Royal Canadian Artillery is confined to its barracks in the citadel and that ammunition is being served out, but no confirmation can Meanwhile there will likely be a short truce to hostilities, for no further services

can be held in the buildings until repairs Mayor Parent was waited on by mission-aries and promised them that if they re-sumed their meetings they should be pro-tected in their worship with all the force at

his command. SOME HAVE GOVE

Two Bodies of Industrials Start Home by Train. "Colonel" Thomas Galvin, who came out of California many weeks ago at the head ing to be "industrials," and "General" S. H. Thomas, who misled a number of similar individuals residing in Cincinnati and thereabout to follow him to this city, left town yesterday and took the remaining fragments of their followings with them. They went in better shape than they came, for they reached Washington, it will be remem-bered, as the majority of other tramps do, on foot, weary, footsore and hungry. Yes-terday, by the grace of the District Commissioners, Col. Moore, Mr. Frank Hume and the Chesapeake and Ohlo railroad, they left the city in a day coach, to which was

attached a baggage car, stocked with pro-visions sufficient to last the men for a few days, which had been kindly donated for the purpose by Mr. Frank Hume. There were about eighty industrials in the crowd, and they were accompanied on their march from their camp at Rosslyn, across the Aqueduct bridge by the majority of their comrades who stayed behind. Before they left Galvin and Thomas wrote an open letter thanking the people of Washington who had aided and assisted them, Chief of Police Moore, the District Commissioners and Mr. Frank Hume, "through whose in-fluence transportation was secured," said the letter, "and our commissary many times furnished when we knew not where our next meal was to come from."

Messrs. Galvin and Thomas further stated that they wanted the governor of Virginia to understand that it was not his threats por the fear of the Oid Dominion militia that caused their departure, but that it was at the request of Mr. Hume, for whom they had the greatest respect, and for the considerations of their own welfare that decided to return to the west.

The departure of the two bodies of men

than ever to settle down open the encamp-nent, and those remaining are wishing anxthat the same facilities will be extended to them for transportation to their respective homes. The much heralded army of "General" Jeffries, which, it was claimed, had all the way from a thousand to three thousand men in its ranks, arrived at Rosslyn yesterday just forty strong.

Tom Smith and John Murphy, two indus

caused a greater cloud of dissatisfaction

trials who were sent to the work house for begging, and who belonged to the Galvin army contingent, were released yesterday and accompanied their companions on their journey to the west.

THE PULLMAN INVESTIGATION. Judge Worthington of the United

States Commission Arrives in Chicago Judge N. E. Worthington of Peorla, who, yacht Dolphin, and will be accompanied by with United States Commissioner Carroll D. Wright and John D. Kernan of New York, constitutes the commission appointed by President Cleveland to investigate the labor troubles growing out of the the labor troubles growing out of the Full-man strike, reached Chicago from his home Monday. He applied to the custodian of the government building for rooms in which to hold the investigation, which is to begin August 15.

commission will endeavor to learn

what and how many witnesses may be expected to appear voluntarily before the commission. Mr. Worthington says the board will endeavor to formulate some plan by which arbitration may be resorted to to prevent strikes rather than to settle them afterward New York's Police Scandal. Superintendent Byrnes of New York has preferred charges against Police Captain William Devery, now in command of the

first precinct, and Wardman Edward Glen-

non. The charges are the outgrowth of the

accusations made by Dr. Parkhurst

station house, in the eleventh precinct, National Dental Convention. The National Association of Dentists, which held its meeting last year in Chicago, was called to order at 10 o'clock yesterday

interesting paper. Naval Movements. Telegrams have been received at the

Her Trade Not to Suffer From the Besters

No Likelthood of a Friendly Arrangement With England Re-

The Russian officials in Shanghai say that if Russian trade suffers too severely from the war between China and Japan Russia will intervene. Russia's movements are

garding Cores.

watched very closely by Japan, owing to the reports of a Russo-Chinese entente. The Russian newspapers are abandoning the idea of an amicable understanding between England and Russia with respect to Corea, and are publishing anti-English articles. Especially suspicious of England is

the Novoe Vremya, which declares that England is secretly supporting China, and that Japan will soon find this out. The London Daily News remarks that this language is not worthy, inasmuch as the statements made would not be permitted to pass the censorship if the Russian govern-ment objected to them.

Late War Rumors.

tral News at London says: "A Chinese cruiser has captured a Japanese trading have been warned officially that they must not guide Japanese vessels, not give them any information as to the waters and coast. Sunday's report that there had been another engagement off the Corean coast, in which the Chinese warships had been captured by the Japarese, is not credited. The Chinese northern freet remains at Weihal-Wei, and no Chirese transports have recently ventured to see cently ventured to sea.

The Russian troops north of the Trumen

Chemulpo. Letters from Han Kow, where there are

Kiang, Hu Hu, Tehang and other places. China Demands Indemnity. China intends that Japan shall make full reparation for the loss of her soldiers by the sinking of the Kow Shing. The steamer

sented a demand for damages amounting to \$3,500,000. This includes compensation to the families of those killed, as well as payment for goods destroyed.

The Central News correspondent in Shanghai says that Col. von Henneken has made still another affidavit concerning the sinking of the Kow Shing. This affidavit different from the accounts already given only in a lew details. In it Col. von Henneken says that, after the demands of the Japanese officers and the replies of the English and

and sank quickly. and sank quickly.

The Europeans jumped into the water before the transport was hit, and the Chinese began to jump in as the transport settled. The Naniwa lowered an armed boat, which kept up the fire on the Kow Shing until she went under. Col. von Henneken repeats that both the Kow Shing and Naniwa fired

A copy of a Japanese edict, issued since the declaration of war, has been received by the Central News correspondent in Shanghai. This edict says that the local authorities will be held responsible for the lives and properties of Chinese subjects re-maining in their several districts.

Thinks Japan Was Right.

glish authority on International law, has written a long letter to the London Times concerning the Kow Shing affair. He contends that when the Kow Shing was sunk a state of war existed. "It is true," he says, "and the knowledge is constantly affirmed of a large body of unemployed men claim- by English and American courts, that war may legally commence by a hostile act on either side without being preceded by a fermal declaration. The officers of the Kow Shing, if they did not know previously, learned the fact from the Japanese com-ruender who boarded her that war existed.

The flying of the British flag, whe ruse or otherwise, is wholly immaterial.
"It was virtually impossible for the Jap at ese to place a prize crew aboard the Kow Shing; hence the Japanese commander was within his rights in using any amount of force to compel the Kow Shing to obey orders. The Kow Shing was clearly a part of a hostile expedition which the Japanese were entitled to prevent from reaching its goal. The rescued officers having been duly freed. goal. The rescued officers having been duly freed, no violation of neutral rights occurred. No apology is dug Great Britain, nor have the owners of the vessel or the relatives of the lost Europeans any claim." Prof. Holland says he abstains from pass-

Frof. Holland says he abstains from passing judgment on the alleged firing on the diowning men by the Japanese, not only because this charge has not been proved, but also because, if established, it can only affect the rights of the combatants. He believes this will be the verdict of international law from the purely legal stand-

Great Britain's Neutrality. An extraordinary gazette has been issued

the war between China and Japan. There is also published in the gazeite a letter from the Earl of Kimberiey, the foreigr secretary, to the lords of the admiralty setting forth the rules to be observed at the various British perts and harbors. A belligerent man-of-war must leave British waters within twenty-four hours after its arrival therein, unless the weather or the nece sity of taking on coal or provisions prevents. In the event of a Chinese and Japanese vessel being in a British port to-gether an interval of twenty-four hours

must clapse between the departure of the SECRETARY HERBERT'S TRIP. He Will Inspect the Northern and

Eastern Navy lards.

Secretary Herbert, who is now in Alabama, is expected to return to Washington by Friday. He has arranged to make ar other inspection of the northern and eastern navy yards and stations in order to acquaint himself with their condition and needs He will make the trip on the President's his daughter and son-in-law. The vessel left New London last Monday and is expected to reach Washington tomorrow or next day. She will start again for the north with Secretary Herbert and party early next week and will fly the flag of the Secretary of the Navy for the next thirty days. New York will probably be the first stop, and an in-spection will be made of the large navy yard at that point. A visit will next be made to the War College, the naval train ing station and the torpedo station at New port, occupying several days. The Dolphin will then proceed along the New England coast as far north as the navy yard at Portsmouth, N.H., and, returning toward Pertsmouth, N.H., and, returning toward the end of August, will visit in succession the navy yard at Boston, the naval station at New London, the navy yard at League Island, near Philadelphia, and finally the navy yard at Norfolk, where important work is in progress. Assistant Secretary McAdoo will preside over the naval estab-lishment during Secretary Herbert's absence from the city.

Salvador's Outstanding Bills.

ernment of Salvador has appointed a comcalssion to examine into all outstanding bills, drafts and contracts, issued by the present. Dr. J. D. Patterson of Kansas are holders of such claims, and therefore interesting paper. Senator Daniel's Son Dend.

The eight-year-old son of Senator John W. Dauiel, who was thrown from his horse

William Goat—"She looks fat, I know; but that is only the hoop-skirt she are a year ago."

Navy Department announcing the arrival died from his injuries. He was dragged a considerable distance by the animal, and his skull was fractured and an arm broken.

The Tien Tsin correspondent of the Cen-

river have been reinforced.

Several Japanese transports, escorted by warships, have been sighted in the Yellow sea. It is presumed that they are bound for

only eighty Europeans, say that great anxiety prevails among the foreigners lest anarchy break out among the natives in the event of a disaster to the Chinese forces. All male Europeans have enrolled as vol-unteers. Uneasiness is felt also in Chin Kiang, Hu Hu, Televice and the control of the chinese of

being a British vessel, the demand for comrensation will be made through that government. Viceroy Li Hung Chang has pre-

on those swimming between them.

A copy of a Japanese edict, issued since

Prof. Thomas E. Holland, an eminent En-

point. at London containing a proclamation by the queen of Great Britain's neutrality in

The United States consul at San Salvador reports to the State Department, under date of July 8, that "the provisional gov-

Sunday afternoon, near Lynchburg, has